NEW PUBLICATIONS

MAJOR POORE'S BOOK. PERLEY'S REMINISCENCES OF SIXTY TEARS IN THE NATIONAL METROPOLIS. By HES: PERLEY POORE. Vol. II. 8vo. pp. 543. Philadelphia: Hubbard Brothers.

The second and concluding volume of Major core's work covers the eventful period of the past thirty years-the last days of Mr. Buchanan's misgovernment, the coming of the Republican parto power, the war, reconstruction, impeachment, the remarkable incidents of General Grant's Presiwitnessed. It was impossible to do justice to so much in a single volume: and it is probably owing to the multiplexity of his subject that the author stance, might well have been omitted. He seems to saying that the first volume is better than the second, we are far from meaning to imply that the second is dull. It contains a great deal of entertainment, and some of it is extremely lively. The scene at Andrew Johnson's inauguration as Vice-President is described with convincing particularity, apparently upon the testimony of Vice-President Hamlin; and as there is still question from time to time whether Mr. Johnson was drunk or not on that occasion, the narrative may be well worth quoting. When Mr. Johnson arrived at the Vice-President's room in the Capitol, before the ceremonies, there was nothing unusual in his appearance except that he did not seem to be in robust health. He asked Mr. Hamlin for liquor, saying that he was sick and nervous. A bottle of brandy was brought from the Senate restaurant, and Mr. Johnson poured out and drank two-thirds of a tumbler, of which performance Mr. Hamlin remarked afterward that if Johnson was in the habit of taking such drinks he could stand a great deal. After the procession had started for the Senate Chamber, Mr. Johnson, asking Mr. Hamlin "to exense bim for a moment," went back to the bottle and took another drink as large as the first. The maudlin speech followed.

The war-sketches are rather elight, but they include some striking pictures. Here is an account of some of the Washington women who busied

The recent publications by General Badeau on the relations of Grant and Sumner give especial pertinency to the following episode of the San Domingo difficulty. The evening before the treaty was sent to the Senate, General Grant called at Sumner's house and found the Senator at dinner with John W. Forney and Major Poore. The President joined the party at table :

After some preliminary conversation, General Grant began to talk about San Domingo, but he did not have the treaty or any memorandum of it with him. He dwelt especially upon the expenditures of General Babcock at San Domingo of a large sum taken from a secret service fund for promoting intercourse with the West India Islands, which Mr.

after he had examined the papers. He meant the expenditure of General Babcock, but the President meant the treaty.

The next morning General Babcock called on Senator Sumner with a copy of the treaty, which he begun to read, but he had not gotten beyond the preamble, in which Babcock was styled "aide-decamp of His Excellency General Ulysses S. Grant," before Mr. Sumner showed signs of disapprobation. When General Babcock proceeded and read the stipulation that "His Excellency General Grant, President of the United States, promises perfectly to use all his influence in order that the idea of annexing the Dominican Republic to the United States may acquire such a degree of popularity among the rembers of Congress as will be necessary for its accomplishment," Senator Sumner became the enemy of the whole scheme. He did not believe that the President of the United States should be made a loboyist to bring about annexation by Congress. Some of Mr. Sumner's friends used to tell him that he should have gone at once to General Grant and have told him of his purpose to oppose the treaty, and that he had declared his hostility to it to General Babcock in unmistakable terms.

Of Mr. Blaine, to those abilities and high personal character the book contains more than one tribute. we have the following anecdote:

Once, when Mr. Tucker, of Virginia, was addressing the House, Mr. Blaine rose and questioned him concerning the accuracy of his statements. Mr. Tucker's reply implied that he loubted Mr. Blaine's ability to pass correct judgment on legal subjects, as that gentleman was not a lawyer. Blaine's memory enabled him to rejoin by reminding the distinguished member from Virginia of some egregions blunder committed by Mr. Tucker when filling the Attorney-Goneralship of the Old Dominion, and he coucluded by saying that if the commission of such a mistake was the result of being a lawyer, he at least congratulated himself on not belonging to the legal fraternity. Mr. Tacker thereupon said that his honorable friend from Maine reminded him of the Pharisse in the parable, apparently thanking the Deity for having created him unlike—"You!" broke in Mr. Blaine, who had seated himself in the semicircle immediately in front of Mr. Tacker deak. This telling interruption was areoted with roars of laughter, which completely

ALASKA.

OUR ARCTIC PROVINCE. Alaska and the Saal Islands. By HENRY W. ELLIOTT. 8vo, pp. 1v., 465. Charles Scribner's Sons.

A thorough and comprehensive account of nation of two Presidents, stormy contests within one point it presents us with new information. The difference is the result of the policy of the the Republican party, the third term movement, of the highest interest and importance. The company who keep the people in vigor through and a succession of social events more brilliant if author is connected with the Smithsonian Inand a succession of social events more trimant it not more agreeable than the capital had ever before stitution, and it was under the auspices of that fuel and good food. Mr. Elliett gives a full de-Seal Islands of Behring's Sea in 1872-1876, which preparing the skins, and nobody who has read it form the basis of the present volume. We will wonder at the cost of seal-skin sacques. has passed over the whole ratner lightly. It cannot infer from his ambiguous preface that he has be said that his second volume is as interesting as endeavored to present not only a record of his the first. It tells us little of the secret history of own observations, but a compendium of the nuaffairs; it is needlessly minute in the description | merous and generally fragmentary narratives of of official entertainments; and it suffers also from other travellers. It is not always possible to tell the fact that the personages mentioned in it are all whether he is compiling or giving his personal near our own time, and that their principal actions experiences. He describes with minute detail are a part of familiar history. Now and then Major the physical features of the great semi-circle of Poore is betrayed into repeating a sort of personal broken, mountainous, picturesque coast which gossip which never ought to be printed, and his sweeps from below Sitka to the Alcutian Islands; references to individuals are sometimes unkind. but it is evident that his acquaintance with this Much of what he says about Mrs. Lincoln, for in- region is not recent, and he has nothing to tell us of the present condition of the American sethave had an antipathy toward Senator Wade and tlements in the Sitkan archipelago, what he Secretary Seward, and, strange to say, he is un- writes upon this subject being clearly out of friendly to the memory of President Garfield. His date. He finishes his book with an account of mistakes, however, may fairly be set down as the the Yukon country, which we presume to be enoccasional vagaties of a man of easy temperament tirely compilation, although he makes no allusion who, in spite of some prejudices, is generally quick to the well-known description of that territory to see good points, and ready to praise cordially by Mr. Dall. The best part of his book is the the fine qualities of his political opponents. In middle, which describes in six animated chapters the islanders of Kadiak and the Alcutian chain. the quest of the sea-otter, and-above all elseof which they are the scene. Here Mr. Elliott article about the the tree critical of New-York, describing has found a fresh and exciting subject. He prepared himself for it by a long hard course, and he treats it with full and rare knowledge. The Pribylov Islands, St. Paul and St. George.

dred miles from any other land. They are about thirty miles apart, small, wrapped in almost continuous fogs, difficult of approach on account of able to find them. In the last century the Rus- everywhere, Mailed, postpaid, by the publishers, sian fur-hunters were much puzzled to track the seals which passed through the channels of the Aleutian chain to their breeding places. They spent eighteen years in the search; at last one of their sailors. Pribylov, after scouring Behring's Sea for three summers, ran against St George in a fog and heard the air tremble with the roar of the seals. That was one hundred years ago: and ever since Pribylov's discovery the two little islands have been the chief scal-hunting grounds of the world. They were included in the sale of Alaska to the United States, and are now themselves sending aid and information to the leased by our Government to the Alaska Com-Confederates, or even acting as spies, ladies of mercial Company, which has a monopoly of the family and fashion were the most zealous in 1 sten- eatch under the regulations and supervision of ing for secrets, stealing maps and documents, and the Secretary of the Treasury. Probably there amuggling news in the linings of coats and the is no place on the globe where the habits of the terms are invited to inspect our samples. Samples sent by Mrs. Rose O. H. Greenhow was the most adroit of the Confederate emissaries. The sister of Mrs. Cutts, mother of Mrs. Donglas, and the widow of a clerk in the State Department, who had written a valuable work on Oregon, her sceial position gave her remarkable lacilities for obtaining information. Just before the battle of Bull Run she contrived to convey to the enemy news obtained from a New-England Senator with regard to the intended movements of the Federals. This communication, in her own opinion, decided the battle. In return she received this dispatch from the Confederate Attorner-General: "Our President and our General direct me to thank you. We rely upon you for further information. The Confederacy owes you a debt."

Mrs. Greenhow's house was finally used as a seal can be studied so thoroughly as on the Pribylov Islands. It was fortunate therefore E. P. DUTTON & CO., ther information. The Confederacy owes you a debt."

Mrs. Greenhow's house was finally used as a prison for female spies. The windows looking on the street were bear-ied up, and a special military gnard occumed tents pitched in the garden. Mrs. Greenhow and her pretty daugater Rose were the presiding deities. Then there was Mrs. Phillips, daughter of J. C. Levy, of Charleston, S. C., where she married Philip Philips, who afterward removed to Mobile and was elected there to the XXXIII Congress. Declining a re-election, he remained at Washington City, where he had a lucrative practice before the Supreme Court. Mrs. Phillips, aithough the mother of nine children, found time to obtain and transmit information to General Beauregard, and after having been closely guarted for a while, she was permitted to go South on her parole and that of her father, that she would not give aid or comfort to the enemy.

Mrs. Baxley, Mrs. Hasler, Miss Lily A. Mackle, Mrs. Levy, and other lady prisoners had all been more or less prominent in Southern society at Washington, and had made trips over the underground tailroad between Alexandria and Richmond. Also an english lady, Mrs. Ellena Low, who had crossed the ocean bearing a commission in the Confederate Army. Miss E. M. Poole, alias Stewart, had been very successful in carrying contraband information and funds between the two camps, and when arrested the last time there was found concealed on her person \$7,500 of unexpended funds.

The recent publications by General Badeau on the configuration of the breeding places where the configuration of the breeding places where

breeding places where the configuration of the coast gives them access from the sea. Now Mr. Elliott observed the curious fact that they distribute themselves over these grounds with almost perfect regularity. The number of scals on any square rod of ground is always about the same as the number on every other square rod. By measuring all the breeding grounds, therefore, and counting the seals on a given area at the height of the season-July 10 to 20-he reached a reasonable approximation to the total number. which he places at the imposing figure of 4,700,000. The annual increase of this vast taken from a secret service fund for promoting intercourse with the West India Islands, which Mr. Seward, when Secretary of State, had prevailed on Representative fhad Stevens to have inserted in an appropriation bill during the war. The President impressed Mr. Sumner with the idea that he looked for an attack in Congress on the manner in which much of that money had been spent. Mr. Sumner unquestionably thought that General Grant had come to enlist his services in defending the expenditure by General Babcock of \$100,000 in cash, and \$50,000 for a light battery purchased at New-York. The President meant, as Colouel Forney and the writer thought, the treaty for the acquisition of the Dominican Republic. The President and the Senator misunderstood each other. After awhite General Grant promised to send General Babcock to the Senator the next day with copies of the papers, and then left. While escorting the President to the door, Mr. Sumner assured him that he was a Republican and a supporter of the Republican Administration, and that he should sustain the Administration in this case if he possibly could, after he had examined the papers. He meant the expenditure of General Babcock, but the President meant the treaty.

The next morning General Babcock called on the company of Russian blood. They belong to the multitude is about 500,000; and after making fusion of Russian blood. They belong to the Russo-Greek Church, which seems to exercise a good influence over them, and our author commends their manners and disposition, although it must be confessed that they are neither temperate nor chaste.

The island life of the seals, however, is far more interesting than that of the human beings. They arrive from the deep sea in May. The bulls, fat and strong, and weighing about 500 pounds each, land first and take possession of the rookeries, each picking out a site for his harem, and fighting for it, and holding as much as he can defend; and before the first females appear the whole ground is thus appropriated and mapped out. The cows arrive in June and July, filling the seraglios as fast as they come ashore, bringing forth young almost immediately (the period of gestation being nearly a year), but remaining under the guardianship of the bulls until the approach of winter, when the establishments gradually break up, and all (including the pups who have meanwhile learned to swim) return to the ocean. During the entire breeding season the males under six years of age are compelled by the old bulls to keep their distance, and they herd together on their own side of the islands. The "bachelors," as the natives call them, number about 1,500,000. The bull seals go entirely without food and water during the whole harem season of three or four months—an abstinence which has no parallel in the animal kingdom, because they bear it not while they are in a torpid state but in their condition of highest fighting activity. They return to the sea in winter extremely emaciated. The females, which are not more than a quarter as large as the bulls, so not fast, but take to the water avery

drowned further remarks from the Virginian, most noted as a constitutional lawyer and as a wit. safe and prossic form of butchery, the docile victims being easily separated from the herd and driven to the slaughtering grounds, where their skulls are besten in with clubs and the skin is immediately removed. It is only from the middle of June to the first of August that the fur is in Alaska is still a great want, and doubtless will prime condition, and all the killing should conbe a great want until the progress of commercial sequently be done between those dates. Formerly enterprise has opened many new avenues of ex- the whole population of St. Paul and St. George ploration into that forbidding country. In the required at least three months to take the lawful meantime Mr. Elliott's book is in most respects a decided advance upon its predecessors, and upon of men do the work in less than thirty days. organization that he made the visits to the scription of the method of storing, curing and

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Mrs. M. J. YOUNG-FULTON, 22 Union Square.

YALE GRADUATE wishes private pupils, preparation for college a specialty. highest testimonials city references. Address YALE, Box 10, Tribune Office. A. TUT RS, GOVERNESSES, PROFESSORS, teachers of all branches; circulars; choice
achools supplied to schools and parents; modern languages
spoken.

31 Fast 17th-st., bet. 4th-ave, and Broadway.

Ceachers.

LESSONS in Greek, Latin, Gothic, old and modern German, old Norse and Norwegian given by an experienced, teacher (graduate of Christiana University), Best city references. P. G., P. O. Box 773.

Best city references. P. G., P. O. Box 773.

ORDERN FOR TEACHERS, Governesses, Musicians, with which schools or tamilies favor HESSE'S EDUCATIONAL BUREAU, 12 East 17th-st., are executed promptly, conscientiously, free of charge.

WANTED.— Ladies: Engish governess, French, music, French, teacher, pupils in Brooklyn; German governess, French, teacher, pupils in Brooklyn; German governess, French, teacher, with kindergarten, German lady as matron, music.
Gentlemen: Teacher military tactics, teacher classics, MIRIAM COYRIERE, 31 West 1750-84, bet, 4th-ave and B way.

WOMAN'S EXCHANGE TEACHERS' BU-REAU (for both sexe-) supplies Professors, Teachers, Governesses, Musicians, Housekeepers, Companions, etc., to colleges, schools and families; also Rookkeepers, Stenographers and Copyists to business firms.

MRS. A. D. CULVER, 329 5th-ave., New-York City.

Dancing Academice.

ALLEN DODWORTH, No. 681 Fifth-ave. Class and private lessons. Send stamp for circular. N. W. WORK, centains instruction for all dances and 250 fearers for the cotillion, Price, \$1.50, stamps or postal order.

A LEXANDER MACGREGOR'S, PERNANDO'S ACADEMY, 162 East 55th-st A school for Dancing, Deportment and Calisthenics ses. Classes and private lessons. Send for circular.

Ice Cream

A FACT.—Herion's Ice Cteam is made from pure cream. Horton's Patent Super-Frozen Bricks of Ice Cream for Restaurants, Churches, Festivals, &c., will keep hard one hour. Country orders prompity filled. Depots—300-4th-ave., 508-6th-ave., 75 Chatham-st., 110 East 125th-st., New-York; and 453 Fulton-st, Brooklyn.

Legal Notices.

SUPREME COURT.
NOTICE OF APPLICATION FOR APPRAISAL.

PUBLIC NOTICE IS HEREBY GIVEN
that it is the intention of the Counsel to the Corporation
of the city of New-York to make application to the Supreme
Court for the appointment of Commissioners of Appraisal,
under chapter 490 of the Laws of 1883. Such application will
be made at a Special Term of said Court, to be held in the
Second Judicial District, at the Court House in Pounkeepsie,
Hotchess County, on the 29th day of February, 1887, at 11
of the State of Court, on the State of State of State of State
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County, in the forenoen. The object of such application is to
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Cotok, in the forenoen. The object of such application is to
Cotok, in the forenoen. The object of such application is to
Compensation to be made to the owners and all persons interested in the real estate hereinafter described, as proposed
to be taken or affected for the purposes indicated in chapter
400 of the laws of 1883. The real estate sought to be taken or
affected as aforesaid is located in part in the town of Mount
Pleasant, Westchester County, and is laid out and indicated
on maps filed in the office of the Register of Westchester
County, in White Plains, Westchester County, as follows:
First - Upon a map filed in said Register's office on the 2d day
of December, 1880, and bearing the following certificate, to
wit: We, the Commissioners appointed to carry out the provisions
of chapter 490 of the Laws of 1883 of the State of NewYork, do hereby certify that this is one of sus similar maps prepared in accordance with the provisions of said act for amending proceedings and incinding other proverty in the manner
shown and described upon the plan at optical by us on the 12th
day of November, 1866, as follows: FINAL PLAN SHIELT
NO. 9 A. THE AQUEDICT COMMISSION, For the
more efficient carrying out of the provisions of said
chapter of said laws, do hereby acprove and stopt this plan
for the construction of the plans hitherto adopt thi DUBLIC NOTICE IS HEREBY GIVEN

south 420 of east 100 feet, theme of across the lamb of and Susan N. Legica and William W. Carson, parallel to the aforeast reason with the surface of the control of the c

Steamvonts and Bailrouds. DENNSYLVANIA RAILROAD.

PENNSYLVANIA RAILROAD.

On and after NOVEMBER 15, 1886.

GREAT TRUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via brestresses and Courtlandt Stree
Ferries, as follows:

Harrisourg, Pittsburg, and the West, with Pullman Palace
Cars attached, 8:50 a. m., 6, 7, and 8 p. m. daily. New York
and Chicago Limited of Parior, Dining, Smoking and Sleopng Cars at 11 a. m. every day.

Williamsport, Lock Haven, 8:30 a. m., 80 m. Corry and Sripat 4 p. m., connecting at Corry for Titusville, Petroleum
Centro and the Oil flegions.

For Lebanon, 8:30 a. m., 80 m. Corry and Bripat 5 p. m., connecting at Corry for Titusville, Petroleum
Centro and the Oil flegions.

For Lebanon, 8:30 a. m., 8:30 a. m., and 112, 13 sigrat.

Bailtimorg, Washington and the South, "Limited Washington
Express" of Pollman Palace Cars daily except Sunday,
14 arrive Washington and 12:15 night.

Express of Pollman Palace Cars daily except Sunday,
15 arrive Mashington Book p. m., regular at 6:20, 8:00 and 9 a. m.,
100, 2, 4:30 and 9 p. m., and 12:15 night.

For Auguste City, except Sunday, 1p. m.

Long Hysneh, Lay Lead Junction, and intermediatestations,
via Raisway and Ambory 9 a. m., 12 noon, 3:40, 5:00

p. m. On Sunday 19:45 a. m. and 5 p. m. (Do not stopat
Asbury Park.)

I of Gid I oint and Nortolk, via New-York, Philadeliphia and
Nortolk Hailroad, 8 p. m. every day, via Baltimore and
Bay Line, 4:30p, m. week days.

Boatsof "Hrookipy Annex" connect with all through trains
at Jorsey City, anording a speedy and direct transfer for
Brookipy travel.

Trains arrive from Pittaburg, 7:10, 7:30, 11:30 a. m., 7:00
and 0:35 p. m. daily. From Washington and Baltimore,
6:20, 6:50 a. m., 1:10, 5:20, 5:30, 6:20,

FOR PHILADELPHIA.

Express Trains leave New-York, via Deagrosses and Court-iand Street Fortnes, as follows:

1020, 7:20, 8, 6:30, 9 (10 Washington Limited and II Chicago Limited), and II & M., I. 4, 5:45, 1, 4:43, 5, 1, 7, 8, 40:15 p. m., and 12:15 night. Accommodation, Illion m., and 4:40 p. m. Sundays, Express, 6:15, 6:30, 10 (11 Limited), a. m., 4, 4:30, 5, 0, 7, 8, and 9 p. m. and 12:15 night. Trains leaving New-York daily except Sinday, at 7:20, 9, and 11:10 a. m., I, 2, 4, 5, 8 p. m. and 10 a. m. and 6 p. m. on Sundays, connect at Trenton for Camden. Returning trains leave Broad Street Station, Philadelphia 12:01, 6:20, 4:00, 6:40, 5:10, 5:10, 7:15, 5:20, 5:30, 5:40, 11 and 11:15 a. m. (Limited Express 1:14 and 4:50 p. m.), 12:43, 8-4, 5, 6, 6:35, 7:12, 8:12 and 9:30 p. m. On Sunday, 12:01, 8:20, 4:00, 4:40, 5:10, s:30 bit40, a. m., 12:43, 4 (4:00 Limited), 1:35, 7:12 and 8:12 p. m.

day,
Ticket Offices, 849, 435 and 944 Broadway, I Astor House,
and foot of Describeses and Courthants sts. No. 4 Court-st,
and No. 5 ha to., Fisco. Brooklyn Annex Station, noot of
Fullon-st, Brooklyn Station, Jersey City. Emigrant licket
Office, Castle Garden.
The New York Transfer Company will call for and check
beggage from hotels and residences.

J. R. WOOD,
General Manager, General Fase? Agent

Steamboats and Bailroads.

and all points East.

Midnight train for New-Rochelle and all intermediate attains at 12:10 a.m. daily, except Mondays.

Sunday trains for New Rochelle and all intermediate stations at 9 a.m., 12:01 and 9:30 p. m., the latter train connections at New Rochelle with way frain to Stamfort!

PLAWARE, LACKAWANNA and WEST ERN RAILROAD, SHORTEST LINE BETWEEN NEW-YORK AND BUFFALO, LIGHTNING EXPRESS TRAINS, NO DUST, ALWAYS ON TIME, PULLMAN PALACE DAY AND SLEEPING COACHES, Depots in New-York, foot of Barelay and Christopher sta. Ba. m. Daily except Sundays, Buffalo and Oswece Express, Pullman coaches to Water (an. Strondsburg, Seranton, Binghamton, Elmiras, Bath, Buffalo, Syraensa, Oswece, Greena, Oxford, Norwich, Utica connect at Seranton for Pittaton, Wilkesbarre, Danville and Northumbertand at Owego for Ithaca, and intermediate stations.

1 n. m. Binchamton and Elmyra Express. Pullman coaches for Water Gan, Seranton, Bin-hanton, Overon and Elmira, connects at Seranton of Pittston, Kineston, Wilkesbarra, &d., 7 n. m. Daily Buffalo Limited Express, Pullman coaches for Strondsburg, Seranton, Bin-hanton, Owere, Elmira, Corning, Bath, Wayland, Buffalo, &c., arrwing in Buffalo For Strondsburg, Seranton, Bin-hamton, Owere, Elmira, Corning, Bath, Wayland, Buffalo, and Osweso Express, Pullman coaches for Strondsburg, Seranton, Bin-hamton, Owere, Elmira, Corning, Bath, Wayland, Buffalo, and Osweso Express, Pullman coaches for Strondsburg, Seranton, Bin-hamton, Owere, Elmira, Corning, Bath, Wayland, Buffalo, and Osweso Express, Pullman coaches for Strondsburg, Seranton, Bin-hamton, Cortlandt, Syraense, Oswezo, Greene, Oxford, Norwich, Utica and Richibid's Eprings, connect at Owego for thace and intermediate stations excent Saturdays. Connects at Buffalo with Trains for all points West.

Tickets for sale and bargase checked at 285 froadwayand at West cott Express offices in New-York and Brooklyn. N EW-YORK CENTRAL AND HIDSON BIVER RAILROAD, Commencing January 2, 1887, through trains will leave Grand Central Denot 188, m. Rochester Express, through drawfor-room cars, to Alleny, Troy, St. Albans, Rome's Pr. and Syrienes. 2000, m. "The Limited," with dining cars, storning at Albans, Hite, Syracanes, Rochester, Emfalo, Ninears Falls, Erie Cleveland and Toledo, arriving at Chicago 9:50 a. m. next day.

WEST SHORE RAILROAD

Trains leave West 42d-st. station as follows, and 15 min. utes earlier from foot of Jav.st., North River.

Detroit and Chicago 92:55 s. m., 45:05, 8:15 p. m.

St. Louis 56:05, 8:15 p. m., 10:05, 8:15 p. m.

St. Louis 56:05, 8:15 p. m., 10:05, 8:15 p. m.

St. Louis 56:05, 8:15 p. m., 10:05, 8:15 p. m.

St. Louis 56:05, 8:15 p. m., 10:05, 8:15 p. m.

Highland, Kingston, Sangerties, Catskill, Albany, 3:15, 7:15, 9:55, 11:30 s. m., 40:0, 40:05, 8:15 p. m.

Cranston's West Point, Cornwall, Newborg, 43:15, 7:15, 9:55, 10:15, 11:30 s. m., 40:0, 50:0, 40:15 p. m., and 40:05 p. m. Cranston's Cornwall, Newborg, 50:05, 10:15, 11:30 s. m., 40:0, 50:0, 40:15 p. m., and 40:05 p. m. Cranston's Cornwall, Newborg, 50:05, 40:15 p. m. Toronto, 10:55 s. m., 16:05, 48:15 p. m., 10:05, 48:15 p. m.

Hamilton, London, 49:55 s. m., 40:05, 8:15 p. m. Toronto, 10:55 s. m., 16:05, 8:15 p. m.

Elexant sleeping cars for Buffalo, Niagara Falls, Detroit, Chicago and St. Louis on all through trains.

Dally Dally except Saturday. Other trains daily except Sanniay.

Fortlokets, time-tables, parior of singeric for \$10:00 a. 215.

*Dally Dally except Saturday.

Sunday.

Fortickets, tho-tables, such or standed for 1933 a dalls fortickets, tho-tables, such at 5 flors. Strickly 1-153 A san tions or information, such at 5 flors. Strickly 1-154 Bower, and New. York City 363, 745, 942 Broadway. 1534 Bower, and New. York City 363, 745, 942 Broadway. 1534 Bower, and West Shore stations, footof West 42dast, footof Ly.st. N. 6. HENRY MONETT.

£ Vanderbiltawa.

General Passenger A grad.

NEW - HAVEN. - Steamers leave Peck-slip (Pier 25 K, R.) st 30, m, and 11 0, m, (Sundays respected). Steamers arrive in time for early trains north and sast. CAPE CHARLES ROUTE TO NORFOLK,

6 Vanderbilt-ave. General Passenger Ag

RICHMOND, OLD POINT COMFORT AND THE SOUTH.

On and after November 1st, 1886, Express train for Cape Charles Old Point Comfort and Norfolk, via the NEW-YORK, PHILADELPHIA AND NORFOLK RAILROAD,

Will leave Pennsylvania Railroad Station, New-York, daily at 8 p.m., arriving Cape Charles 6:50 a.m., Old Point, 8:45 a.m., Norrolk 9:45 a.m., Steamer for Richmond will leave Cape Charles at 9 a.m. on Monday, Wednesday and Priday, arriving there at 6 p.m. Steeping Cars through to Cape Charles. Tickets and sleeping berths can be secured at any Ticket Office of the Pennsylvania Railroad Company. R. B. COOKE, G P, and P. A.

LEHIGH VALLEY RAILROAD.

PASSENGER TRAINS have toot of Cortlandt or Des-brosses sts. as follows:
7-a. m. for Catasanqua and intermediate points.
8-a. m. for Geneva, Lyons, Elmira, Rochester, Burfale and the West and principal local points. Chair car to Wilkes s a. m. for Geneva, Lyons, Elmira, Rochester, Bullaio and the West and principal local points. Chair car to Wilkowbarre.

The West and principal local points. Chair car for Wilkowbarre.

The Managara control of the Managar

BAY LINE
TO OLD POINT COMPORT, Norfolk, Va., and South
Leave via Penn. h. R. 4550 p.m. Parlor curs to Baltimore
thence Palace steamers, arrying at On Form at Schöd in
Norfolk 92 m. B. V. Tom Philos, Geni Pass, Agent,
Shi Bironatway, S. Y.

A -BOSTON, NEWPORT, NORTH AND EAST, FALL RIVER LINE DAILY (SUNDAYSEX. CEPTED) from Pier 28, N. R., 1000 of Murray-st., at 4.30 p.m. Large and powerful steamers BRISTOL and PROVE DENCE. Lagited by electricity, heatest by steam, AN ORCHESTRA ON EACH STEAMER. Connection by Annex Boat from Brookyn and Jersey City at 4 p. 12. Best accommodations. Lowestrates.

ALL fares reduced.-Stonington Line. The A javorite Inside Route for Boston, Providence and all New-England points.

Full night's rest by taking late trains from steamer. Full night's rest by taking into transform stome and Reching chair parior cars between steamer's landing and Boston WITHOUT CHARGE.

Steamers will leave pier new No. 36, North River, one block above Canal-st., at 4:30 p. m. saily, except saindays.

F. W. POPPLE, Occil Passenger Agt., Box 3,011, Nor-York.

DOPULAR SHORE LINE for Boston, Providence, Newport and all New-Edigiand Points. All rath from Grand Central Deot. Express frains stady (Sundaye except at Legal Central Deot. Express frains stady (Sundaye except at Legal Central Deot. Express frains 104; in; (with palace leaping cares. Sunday trains 104; in; (with palace parior care), 11 p. in, (with palace steeping cares.

For Newport take 2:00 p. in. (Boston Express with parioe care, connects at wickford for Newport, arriving at 7:00 p. in.

REDUCTION OF FARES VIA NORWICH L. Line The Popular Inside Route. To Boston, \$3, Worcester, \$2.50. Corresponding reduction to all points. Steamers "City of Worcester" and "Ally of New York" leave Pier 40 (old number), North River, tool of Watts-st, enext pier above Desbrosses Ferry, daily, except Sankay, 48, 30 p. m.

NORTHERN RAILROAD OF NEW-JERSEY, Trains leave from Chambers-st. Station for Englewood, Tenaity, Cleater, sparshill and Nyaca 5:30, 7:10, 8:20, 9:30 and 11:30 a.m., 1:15, 5:20, 4:00, 4:30, 5:20, 6:40, 0:30, 8:00, 10:30 p. m., 12:00 midnight, Sundays 7:10, 9:30 a.m., 4:00 and 8:300 p. m. For Namet, Syring Valley, Monsey and Talmans, 5:30, 7:10, 9:30 a.m., 4:50, 6:30 p. m. Sundays, 9:30 a.m.,

Hour, local trains leave 23d-st. Station inteen minutes earlier than iron Chamber-st.

9 a. m.—Daily except spindays. Day Express. Buffet Drawing room Coaches to Binghamton, Eimira, Hornellaville, Builaio.

6 p. m.—Lally (6-45 from 23d-st.) "Chicago and St. Louis Limites, a solid Pullman train of Day and Buffet Sleeping Coaches, to Meanwille, Cleveland, Cincumant, Chicago and St. Louis. Pullman Sleeping Coaches to Builaio, Nagara, Stales, India, Pullman Sleeping Coaches to Builaio, Nagara, Falis, Instantion and Toronto. No extra charge for trast time. Falis, Instantion and Toronto. No extra charge for trast time. Falis, Instantion and Toronto. No extra charge for trast time. Falis, Chicago Express. Pullman Day and Sleeping Coaches to Binghamton. Elmira, Mochester, Buffalo, Niggra Falis, Chicamati and Chicago.

Ritherford and Fassaic, 4-45, 5-45, 72-20, 7-50, 9-30, 10-20 a.m., 12-00 mon. 1-45, 3-50, 3-50, 4-40, 5-10, 5-30, 5-30, 6-10, 6-30, 7-15, 7-45, 8-30, 10-20 p.m., 12-00 mon. 1-45, 3-50, 4-40, 5-10, 5-30, 5-30, 6-10, 6-30, 7-15, 8-30, 10-20 a.m., 12 neon, 1-45, 4-15, 6-30, 7-45, 9-90, 10-30 p. m., 12-00 mon. 1-45, 3-50, 7-45, 9-90, 10-30 p. m., 12-00 mon. 1-45, 3-50, 7-45, 9-90, 10-30 p. m., 12-00 mon. 1-45, 3-50, 10-20 p. m., 12-